The listing of the claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 20. (Cancelled).

Claim 21 (New): A method for producing a sound-insulating composite component, in particular for motor vehicles, in which method the composite component (38) comprises a heavy layer (6) and a sound attenuation layer (17) connected with said heavy layer (6) and is made of a porous and/or textile material, comprising the steps of:

- placing a certain volume of a heavy-layer material as a plasticized compound (5) into an open cavity (3) of a press comprising a lower die (1) and an upper die (2);
- closing the press, wherein the plasticized compound (5) is extrusion-pressed into the form of the heavy layer (6) in the cavity defined by the lower die and the upper die;
- opening the press after the heavy layer has attained

nondeformability;

- arranging the sound attenuation layer (17) in the form of a web, a blank or an injection moulded part on the heavy layer (6);

wherein

the heavy layer (6) and the sound attenuation layer (17) are partially welded together in the press or in a further press in that several welding elements that are delimited in area and that are integrated in the press or in the further press are activated;

during partial welding to the heavy layer (6) the sound attenuation layer (17) is thermally formed so that the sound attenuation layer (17) is given a profile structure; and

the sound attenuation layer (17) is dimensioned in such a way in relation to the heavy layer (6) that the circumference of the sound attenuation layer (17) reaches beyond the circumference of the heavy layer (6) on one or

several sections or on the entire circumference.

Claim 22 (New): The method according to claim 21, wherein
the heavy layer (6) and the sound attenuation layer (17) are interconnected in such a way that the heavy layer (6) adjoins the sound attenuation layer (17) parallel to its contours and without any gap.

Claim 23 (New): The method according to claim 21, wherein the heavy layer (6) is designed such that it comprises regions of different thickness and/or density.

Claim 24 (New): The method according to claim 21, wherein
the sound attenuation layer (17) is formed of a flexible open-pore layer of foam material.

Claim 25 (New): The method according to claim 21, wherein
the sound attenuation layer (17) is made from PUR foam material of the polyether type.

Claim 26 (New): The method according to claim 21, wherein

the sound attenuation layer (17) is made from a nonwovem-fabric-coated foam material layer.

Claim 27 (New): The method according to claim 21, wherein
the sound attenuation layer (17) is designed such that it comprises regions of different compression.

Claim 28 (New): The method according to claim 21, wherein
the sound attenuation layer (17) is designed such that it comprises regions of different thickness and/or density.

Claim 29 (New): The method according to claim 21, wherein
the sound attenuation layer (17) is made from a foam material that has a compression hardness σ_{d40} of no less than 4 kPa and a permanent set ranging from 3 to 6 %, having previously been compressed by 50% and stored for 72 hours at 70°C.

Claim 30 (New): The method according to claim 21, wherein
for partial welding together of the heavy layer (6) and the sound attenuation layer (17) the lower die (1) and/or the upper die (2) are exchanged for a lower die (18) or an upper

die (29) respectively, which results in an enlargement of the cavity defined by the lower die (1) and the upper die (2).

Claim 31 (New): The method of claim 30,

wherein

the enlargement of the cavity takes place at the margin of the heavy layer (6) and/or in the region of an opening (25) in the heavy layer (6).

Claim 32 (New): A sound-insulating composite component, in particular for motor vehicles, comprising a heavy layer (6) and a sound-attenuation layer (17) that is connected with said heavy layer (6) and is made of porous and/or textile material, wherein the heavy layer (6) is formed as a moulded part by extrusion-pressing a plasticized plastic compound (5), fed-in in the strand placement process, from the group of thermoplastic elastomers, and comprises regions of different thickness and/or density

wherein

the heavy layer (6) is welded to the sound attenuation layer (17) only in some parts, wherein the sound attenuation layer

has a profile structure that is formed by thermal forming, and at least in some sections the circumference of the sound attenuation layer (17) reaches beyond the circumference of the heavy layer (6).

Claim 33 (New): The composite component of claim 32, wherein the heavy layer (6) adjoins the sound attenuation layer (17) parallel to its contours and without any gap.

Claim 34 (New): The composite component according to claim 32,

wherein the sound attenuation layer (17) is made from a flexible open-pore layer of foam material.

Claim 35 (New): The composite component according to claim 32,

wherein the sound attenuation layer (17) is made from PUR foam material of the polyether type.

Claim 36 (New): The composite component according claim 32, wherein the sound attenuation layer (17) is made from a nonwoven-fabric-coated foam material layer.

Claim 37 (New): The composite component according to claim 32, wherein the sound attenuation layer (17) comprises regions of different compression.

Claim 38 (New): The composite component according to claim 32, wherein the sound attenuation layer (17) is made of a foam material that has a compression hardness σ_{d40} of no less than 4 kPa and a permanent set ranging from 3 to 6 %, having previously been compressed by 50% and stored for 72 hours at 70°C.

Claim 39 (New): The composite component according to claim 32,

wherein the heavy layer (6) and the sound attenuation layer (17) each comprise at least one opening (25, 28), wherein the two openings (25, 28) form a joint opening, and the diameter of the opening (28) in the sound attenuation layer (17) is smaller than the diameter of the opening (25) in the heavy layer (6).